APPENDIX A TO PART 210—SUMMARY OF NOISE STANDARDS, 40 CFR PART 201

Paragraph and section	Noise source	Noise standard—A weighted sound level in dB	Noise measure [1]	Measurement location
	All Locomotives Manufactured on or Before 31 December 1979			
201.11(a)	Stationary, Idle Throttle Setting	73	L_{max} (slow)	30 m (100 ft)
201.11(a)	Stationary, All Other Throttle Settings	93	.....do	Do.
201.12(a)	Moving	96	L_{max} (fast)	Do.
	All Locomotives Manufactured After 31 December 1979			
201.11(b)	Stationary, Idle Throttle Setting	70	L_{max} (slow)	Do.
201.11(b)	Stationary, All Other Throttle Settings	87	.....do	Do.
201.12(b)	Moving	90	L_{max} (fast)	Do.
201.11(c) and 201.12(c).	*Additional Requirement for Switcher Locomotives Manufactured on or Before 31 December 1979 Operating in Yards Where Stationary Switcher and other Locomotive Noise Exceeds the Receiving Property Limit of.*	65	L_{90} (fast) [2]	Receiving property
201.11(c)	Stationary, Idle Throttle Setting	70	L_{max} (slow)	30 m (100 ft)
201.11(c)	Stationary, All Other Throttle Settings	87	.....do	Do.
201.12(c)	Moving	90	L_{max} (fast)	Do.
	Rail Cars			
201.13(1)	Moving at Speeds of 45 mph or Less	88	.....do	Do.
201.13(2)	Moving at Speeds Greater than 45 mph	93	.....do	Do.
	Other Yard Equipment and Facilities			
201.14	Retarders	83	$L_{adjavemax}$ (fast)	Receiving property
201.15	Car-Coupling Operations	92	.....do	Do.
201.16	*Locomotive Load Cell Test Stands, Where the Noise from Locomotive Load Cell Operations Exceeds the Receiving Property Limits of.*	65	L_{90} (fast) [2]	Do.
201.16(a)	Primary Standard	78	L_{max} (slow)	30 m (100 ft).
201.16(b)	Secondary Standard if 30-m Measurement Not Feasible.	65	L_{90} (fast)	Receiving property located more than 120 m from Load Cell.

[1] L_{max}=Maximum sound level; L_{90}=Statistical sound level exceeded 90% of the time; $L_{adjavemax}$=Adjusted average maximum sound level.
[2] L_{90} must be validated by determining that L_{10}–L_{99} is less than or equal to 4dB (A).

[48 FR 56758, Dec. 23, 1983; 49 FR 1521, Jan. 12, 1984]

APPENDIX B TO PART 210—SWITCHER LOCOMOTIVE ENFORCEMENT POLICY

The EPA standards require that the noise emissions from all switcher locomotives in a particular facility be less than prescribed levels measured at 30 meters, under all operating modes. This requirement is deemed to be met unless ''receiving property'' noise due to switcher locomotives exceeds 65 dB(A), when measured in accordance with subpart C of 40 CFR part 201. The 65 dB(A) receiving property standard is the ''trigger'' for requiring the 30-meter test of switcher locomotives.

The purpose underlying FRA's enforcement of the noise standards is to reduce the impact of rail operations noise on receiving properties. In some instances, measures other than the 30-meter test approach may more effectively reduce the noise levels at receiving properties; therefore, FRA enforcement efforts will focus on abatement procedures that will achieve a reduction of receiving property noise levels to less than 65 dB(A).

For example, a parked, idling locomotive, even if equipped with exhaust silencing that meets the stationary locomotive standard (30-meter test), may cause the receiving property standard to be exceeded if located on trackage adjacent to the receiving property. In that case, application of the 30-meter test to other switcher locomotives at the facility may not serve to reduce the receiving property noise level. On the other hand, operational changes by the railroad could significantly reduce receiving property noise levels. In such case, FRA would consider retesting after abatement measures have been taken. If the receiving property noise level is below the trigger and the